Standard Operating Procedure for handling overloaded Vehicles at Modernized Border Check Posts of Maharashtra State.

Government of Maharashtra
Home Department
Government Resolution No.: Sitana-1016/C.R.473/Transport-4

Mantralaya, Mumbai-400032
Date: 25th January, 2017

Read –

i) Section 113 & 194 of Motor Vehicle Act 1988.
ii) Rule 223 of Maharashtra Motor Vehicle Rules 1989.
iii) Judgment of Hon. Supreme Court of India in W/P (Civil) No. 136 of 2003 (Paramjit Bharin Vs Union of India & Others).
iv) Govt. Notification No. MVR 0716/1117/CR-64, dt. 4th August, 2016.
v) Meeting under the Chairmanship of Addl. C.S. dt. 11th May, 2015, followed by meeting under the Chairmanship of Hon. Minister (Transport) dt. 29th June, 2015.
vi) MoRTH Notification No. 41(a) dt. 7th January, 2016.
vii) Letter no. MVR – 0597/CR 215 (B)/D 2(5) O.N. 13765 dt. 18th August, 2016.

Government Resolution -

The cases of vehicles carrying goods having more than the permissible weight assigned are handled with provisions and notifications mentioned here above. But, there was discretion in checking of Vehicles and handling of such cases at Border Check post. Hence, to prevent the arbitrariness in checking and to ensure smooth functioning of BCP, the standard operating procedure at Modernized Border Check Post was under the consideration of the Government. Taking into consideration above mentioned need, the Government now prescribes the standard operating procedure as follow:

1. The directions issued in W/P (Civil) No. 136 of 2003 by the Hon. Supreme Court of India indicated that on detection of a vehicle carrying goods exceeding the permissible carrying capacity, the journey of the vehicle cannot be continued unless after the action under the section 113 read with Section 200 of M V Act has been taken and the overloaded goods are off loaded to bring the weight of the goods within the permissible limit. The permissible carrying capacity of a vehicle is taken as {G.V.W of the vehicle + 5% of G.V.W.}

2. Presently, the vehicles are checked at the BCP at the discretion of the officer on duty. While, it is necessary to have a check on offences, it is also necessary to ensure smooth flow of traffic through the BCP and present arbitrariness in checking. It is also necessary to have a system inbuilt, so that there is no undue harassment to the transporters, while the objective of the law enforcement is achieved.

3. In order to achieve these objectives, it has been decided that the selection of the vehicles for thorough checking of compliances to the provisions of the MV Act and the Rules made there under, shall be done by the computerized system randomly at regular intervals. The number of vehicles to be thoroughly checked per day shall be equal to the number of vehicles checked manually in August & September 2016 divided by 61, for each BCP or as may be finalized by the Transport Commissioner from time to time.

4. Also vehicle once selected for inspection may not be selected again at the same or any other BCP for a period of 3 months for detailed checking.

5. The procedure for random selection of vehicles may be, in due course of time, synchronized with that of other user departments (Department of Sales Tax & Maharashtra State Excise Department) to ensure that a standardized mechanism is followed for detailed checking of vehicle.

6. Such a randomly selected vehicle at the BCP lane shall be taken to the inspection area by the lane marshals and shall be handed over to the Transport officer on duty at Transport Office, wherein a thorough check on all aspects of the provisions of the Motor Vehicles Act and Rules made there under shall be carried out by the officer on duty as per **Annexure-A.** The inspection area will be earmarked to ensure operational control.

7. In case, detention area is full, the inspection area will be used for detention of the vehicle at the check post for until the point when the vehicles do not cause obstruction to the movement of vehicles in inspection area. If vehicles are detained in inspection area beyond 6 hours then parking charges will be applied as provided.

8. Service Provider staff shall be posted at the Lane Booth who shall be responsible for input of GVW as per Annex A in the system {in case the vehicle is not fitted with RFID & not on Vahan database approaches the lane}. The Service Provider shall provide for staff to be posted at the lane booth to recover the Compounding Fees from the overloaded vehicles and to issue receipt to the Driver. The liability of incorrect calculation of GVW by service provider staff is limited to the service fee of that particular transaction.

9. Transport department through the service provider will endeavour that Vahan database is locally available at the central control room to ensure the response time is not affected. Additionally, Service Provider will build connectors to ensure periodic update of the incremental data.

10. For operation control, service provider will provide with Lane Booth Cameras at the check post. The video footage will be stored locally at the check post for a period of 30 days. Post this only the incident data would be archived. Such incidents will be highlighted and the duration of such archival will be specified by either BCP authorized officer of the Service Provider or by the officer of the Transport Department.

11. All BCPs shall be equipped and manned by the service provider for effective exit management at the BCP. If the vehicle absconds or takes exit forcibly, service provider shall intimate the Transport officer on duty in writing accordingly. There will not be any additional liability on service provider for such absconding vehicles if all such incidence is reported to transport department. The RTO officer on duty shall file FIR against such vehicles .Service provider's staff shall extend all support to the Transport Officer in filing the FIR. Additionally, such vehicles will be flagged by the Service Provider in the system to ensure that the same are identified when they traverse any border check post. Such vehicles will be handed over to the Transport officer on duty by the lane marshal for further action whenever such flagged vehicle reports next time at any other BCP.

12. Service Provider will engage personnel of adequate caliber and necessary qualification for the work related to compounding fee collection.

13. In usual scenario, Transport department's officers shall be working from Transport Office and the lanes shall be manned by the staff appointed by the Service Provider unless specific incidence warrants so.

14. Appropriate reporting mechanism will be developed by the service provider in consensus with the transport department for collection of compounding fees and the service provider will adhere to the reporting framework defined for the compounding fee collection. Service provider shall share data only with officials designated by Transport commissioner.

15. Service provider will provide for_additional Exit booths at the check posts. The Exit orifice of the check post will be widened to ensure additional exit booths. The transport department shall extent necessary cooperation for obtaining the approvals.

16. Due to increased dependency on the central RFID and vehicle transaction data to cover the possibility of the operations getting affected due to wide area network failures, the Service Provider may reassess the architecture to provide for a distributed system to as to increase redundancy, remove dependency on the central data and thereby decrease the transaction time at the check post.

17. A portal shall be developed by the service provider to enable the owner /drivers to upload their vehicle details with its assigned GVW, which shall be utilized for the purpose of issuance of RFID to the vehicles expeditiously. This utility will be integrated with Vahan database so that the discrepancy (if any) in the information uploaded by the owner/driver vis-a-vis that on Vahan database is highlighted and a common data set is developed. Additionally, the utility will be integrated with Mobile App that is being developed by the Transport Department. The Mobile App developed by Transport Department will also have features related to declaration of the vehicle info by the owner /driver. The data declared by the transporter / driver will be verified by the RTO officer at the check post. Such vehicles will be marked for RFID issuance at the Lane Booth by the system. Additionally, both the web and the mobile app would have facility to load

money into the application / integrate with e-wallet so as to provide cash less transactions at the check posts.

18. Since the SOP provided herewith is associated with change management risk, the SOP will be rolled out after proper planning and after implementation of necessary hardware/software provisions along with various operational measures.

19. It has been noted that the SOP will be a living document until the steady state is achieved at the check post for a minimum period of 1 year.

20. As service provider sees a change management risk without any associated incremental reward; service provider has agreed to take on this additional obligation on a best effort basis.

21. The said SOP shall be implemented expeditiously and without any delay.

PART B

22. Accordingly, the step wise Standard Operating Procedure at the Modernized Border Check Post (BCP) shall be as below:

SOP Step No	Action	Description.
1	Vehicle (carrying goods) enters the lane booth.	Service Fee is recovered by the staff of Service Provider.
2	(a) Vehicle carries RFID &RFID read	BCP weigh bridge records the actual weight of the vehicle and the BCP computer system calculates whether the vehicle is overloaded or otherwise. If overloaded, the software calculates the compounding fee.
	(b) Vehicle carries RFID &RFID not read (c) Vehicle does not carry RFID	1) The Service Provider's staff keys in the registration number in the system and fetches the information of GVW from Vahan database. If the vehicle is not on the Vahan database, staff enters the GVW as per the RC book copy and scans the same. If RC book copy is not available, staff enters the GVW as per the logic enclosed in **Annexure B** in the system. Based on the GVW input and the weigh bridge reading, the BCP computer calculates whether the vehicle is overloaded or otherwise.**(Note 1)**. If overloaded, the software calculates the compounding fee. For vehicles not issued with RFID Tag , the vehicle be sent for issuance of the RFID Tag

SOP Step No	Action	Description.
3	(a)Vehicle is not overloaded as per the permissible weight and the weighbridge reading.	Transaction will be marked for exit and the exit gate pass gets generated by the system at the booth. Vehicle is directed to Exit Gate Area by the service provider staff at the booth and the lane marshals.
	(b)Vehicle is carrying load more than the permissible weight as evident from the weighment slip	**(1)** The staff of Service Provider posted at lane booth recovers the compounding fees at the lane and issues system generated receipt to driver **(<u>Note 2</u>).** After this, the vehicle is directed to the loading / unloading area by the Lane Marshals deployed by the service provider. **(2)** At the loading / unloading area, the service provider's staff shall cause the exact excess weight to be offloaded. In case the goods cannot be offloaded, the procedure enlisted in **Section D** of this SOP shall be resorted to. **(3)** In case, the driver of the overloaded vehicle refuses to pay compounding fees at the lane booth or has doubts about the compounding fees, such vehicle shall be escorted to the inspection area by the Lane Marshals and the same shall be handed over to the Transport Officer on duty for further action thereon. Decision of the Transport Officer on duty shall be final in the matter. **(4)** In case, the driver refuses to pay the compounding fees at the lane booth/does not co-operate for or show willingness to pay compounding fees within 75 seconds, it shall be presumed that the driver is not agreeing to the said action, and the vehicle shall be escorted to the inspection area by the Lane Marshals and the same shall be handed over to the Transport Officer on duty for further action thereon. **(5)** The Transport officer on duty at the Transport Office will receive system notification about each vehicle marked for overloading at the lane booth.

SOP Step No	Action	Description.
4	The goods having load in excess than the permissible carrying capacity of the vehicle as specified by the Transport officer are offloaded by the staff of service provider.	**(1)** The unloading of excess goods (in godown / loading of excess goods in the alternative vehicle produced by the person in charge of the overloaded vehicle) shall be done by the staff of service provider only. The loading / unloading charges as approved by GoM shall be payable by the driver / person in charge of such vehicle to the service provider **(2)** The service providers shall issue receipt of the loading / unloading charges paid by the person in possession & control of the vehicle using system application, mentioning the weight of the goods off loaded and the charges recovered. The receipt will clearly indicate whether the goods are stored in the godown or have been crossed over to another vehicle. In case of crossover of goods, the registration number of the alternative vehicle in which the goods have been cross shall be mentioned. **(3)** The overloaded / cross over vehicle will be weighed in the inspection / godown area for overload conditions before clearing the flags of the vehicle. **(4)** In case, the cross over vehicle is an empty vehicle, the service provider will collect service fee at the godown area for such cross over vehicles once the excess goods are loaded onto it. **(5)** In case of overloaded vehicles wherein the overloaded goods cannot be offloaded or the person in charge of the vehicle refuses to pay for offloading of overloaded goods; the vehicle shall be detained by the officer on duty in the detention area. Vehicle in detention area shall not be released until the overloaded goods are offloaded. Appropriate entry of the detention shall be taken in the software to record the details of detention at the check post.

SOP Step No	Action	Description.
		(6) In case the detention yard gets full and has no place to detain an overloaded vehicle, action as per (A 4) above shall be taken .In an extreme case, if the inspection area gets full, a warning to offload the excess goods as per the supreme court order shall be noted on the checking report by the officer on duty and the vehicle shall be allowed to proceed only for the purpose of offloading on the exclusive responsibility of the vehicle owner / driver. **(7)** The vehicles from which the goods are unloaded and the one in which the unloaded goods are loaded shall be subject to weighment to ensure compliance to the permissible load carrying capacity under the supervision of the officer on duty on the weighbridge provided in inspection / detention area. **(8)** Additionally, at the space earmarked for detention within inspection area, the vehicle will be detained by using wheel clamps as per direction of the officer of the Transport Department. **(9)** As of now the system is not enabled to capture the provision of detention yard management, the system will be enabled to capture various functional requirements, reporting and workflows for detention of vehicle including those detained in the area earmarked for detention in inspection area. **(10)** No person other than the service provider shall be authorized to load / offload the goods in excess of the certified carrying capacity in the vehicle in BCP premises (Except in conditions listed below in **section D** of this SOP)
5	Clearing vehicle for Exit	**(1)** After the overloaded goods are off loaded from the vehicle to make it compliant to section 113 of M.V. Act, if the same vehicle is not wanted by Sales Tax / Excise department for any other offence, (that vehicle for which all the flags identified by system or user

SOP Step No	Action	Description.
		department are cleared) it shall be issued an exit gate pass and the transaction will be updated. At the exit booth, the Barcode on the exit gate pass will be read and exit booth operator will identify, if the vehicle is free to go, the vehicle will take exit of the BCP complex. **(2)** Proper exit management shall be the responsibility of the Service Provider.
6	Vehicle exits from BCP complex	**(1)** Exit gate shall be managed by the service provider and service provider shall ensure that only those vehicles which are cleared on the system to exit will exit the BCP. **(2)** All BCPs shall be equipped and manned by the service provider for effective exit management at the BCP. In case of the Vehicle making a forced exit before receiving the exit clearance from inspection/ booth area; the matter shall be dealt as per Para (A 8) above.
7	Random selection of vehicles for detailed checking	The system shall be set to select vehicles at the lane booths randomly for the detailed scrutiny by the Transport Department as provided in Para (A 2 & A 3 above). The vehicle so selected randomly shall be weighed at the weighbridge at the lane booth and will be dealt as per step 3 above. After the process as per step 3 is over, the vehicle shall be handed over to the Transport officer on duty at the Transport office. At the inspection area, the vehicle shall be inspected in details as per provision of MV Act. And appropriate action as per MV act & rules shall be taken by the Transport Officer on the duty. After all the action of the officer on duty is over, the transaction is updated to clear all the flags and the vehicle shall be dealt with as per procedure at 5 & 6 above.

NOTE 1 : In case of dispute / ambiguity regarding the SAW / GVW/ Dimensions of a vehicle in question, the same shall be referred to the Inspector of Motor Vehicles on duty. The concerned Inspector of Motor Vehicles shall take a decision in the matter and shall record the said decision on the case papers as well as on the computer system as appropriate and further

proceed to initiate appropriate action in the matter. The decision of the Inspector of Motor Vehicles in such a matter shall be final and binding on all. However, the decision of the Inspector of Motor Vehicles shall be reviewable by the Regional Transport Officer or the Asst. Regional Transport Officer as per the provisions of Motor Vehicles Act and the Rules made thereunder; as the case may be.

NOTE 2 : Appropriate mechanism to generate receipts (in the format approved by the Transport Department) of compounding fees collected at the lane booth and the cashbook of the compounding fees recovered by the staff of service provider shall be developed and deployed by the service provider in the BCP Software. The collection of the compounding fees at the Lane booth by the staff of Service Provider (Lane Booth Cashier (LBC)) shall be deposited by the Lane Booth Cashier (LBC) to the cashier of Transport Department at the Transport office at the end of each of the shift { i.e. at 6.00 hours,14.00 hours, and 20.00 hours } or at such intervals as may be intimated by the Transport Department along with the system generated cashbook for the collection, duly signed by the LBC.

The cashier of Transport Department shall consolidate all such deposits made by the LBCs on the master cash book. Service provider would also enable various alternate modes of digital payment including POS at the Lane Booth. Service provider in consultation with and on approval of Transport department shall make necessary arrangements to deposit the e-receipts received by him towards the compounding fees using appropriate e-receipt mechanism. As far as possible, efforts shall be made to utilize mechanism for handling and management of the government revenue at the BCP with the help of a bank.

It shall be obligatory for the controlling officer of Transport Department to conduct Internal Receipt Audit of each BCP every month.

23. C: Standard Operating Procedure for In – Situ BCP

Wherever the requisite land is not available, the BCP has been developed on the existing road width (In – situ). Due to paucity of the space, separate areas like Inspection Area, Detention Area are not provided for. At such locations, the entire SOP for a regular BCP as above shall apply, subject to following modifications

24. Detention of overloaded vehicles

The service providers shall provide vehicle immobilizers (Wheel Clamps or such other equipment capable of immobilizing the vehicle unless allowed by the controlling officer) in sufficient numbers.

On detection of the overloaded vehicle, after the compounding fees are recovered at the lane booth, the lane marshal shall take the vehicle to the area marked for detention on the shoulder strip of the road and after ensuring that it is not causing obstruction to the traffic, immobilize it with wheel clamps. The lane marshal shall hand over the keys of the wheel clamp so attached to the officer on duty. Appropriate entry of the detention shall be taken in the software to record the details of the detention at the check post.

The wheel clamp shall be released and the vehicle shall be allowed to proceed only after the excess goods are off loaded and/or crossed over to another vehicle.

In case the space at the shoulder strip gets full and has no place to immobilize an overloaded vehicle, a warning to offload the excess goods as per the Supreme Court order shall be noted on the checking report by the officer on duty and the vehicle shall be allowed to

proceed only for the purpose of offloading on the sole responsibility of the owner / driver of the vehicle.

25. <u>D: Categories for which offloading of overloaded goods shall not be that of the Service Provider , but be the sole responsibility of owner / person in possession and control of the vehicle.</u>

(1) For goods in the following category, the Transport officer shall issue a notice in writing to the person in possession and control of the vehicle to offload the excess weight from the vehicle as per section 114 (1) of M.V. Act 1988, at his own cost and risk.

In case of non-compliance of offloading the excess goods, provisions of section 194(2) shall be invoked by the concerned Transport officer.

a) Indivisible goods
b) Liquid cargo
c) Gaseous Cargo
d) Air conditioned containers sealed by the Customs Dept. / any other Govt. department in exercise of its statutory duties.
e) Vehicles carrying livestock / perishable goods.
f) Vehicles carrying Radioactive / Bio hazard material, Explosives, Government owned goods, Goods related to Defense, Election work, Earthquake relief etc.
g) Any goods to the opinion of the officer of Transport Department on duty, which by their nature, ownership or composition are likely to cause danger to the public at large if offloaded / crossed over to other vehicle or offloading of which may hamper any activity undertaken by the state or central government or a local body. Such vehicles shall be detained at the BCP in an open & safe area (so that it may cause a least threat to the other users of the BCP) until the excess goods are removed from the vehicle as below.

(2) In cases listed above from (a) to (g), the Transport officer shall issue a memo and direct the person in possession & control of the vehicle to provide for –

I) Alternate vehicle of appropriate higher capacity to ensure carriage of goods through the alternate vehicle within its permissible weight limits.

II) Provide for appropriate equipment such as crane, pumps, pipes, valves etc. for transfer of liquid / gaseous cargo and safety equipment such as Gloves, Masks, Helmets, Firefighting equipment and other safety equipment for offloading & loading of the goods (in case of vehicles carrying livestock, food, water and fodder).

III) Appropriate permissions from the concerned appropriate authorities (in case of hazardous goods, explosives, gases, livestock, etc.) for transfer of overloaded goods / livestock to other vehicle cross over.

IV) Arrange for the expert staff to handle the crossover of goods.

V) Arrange for minimum third party insurance coverage of the amount equivalent to the total cost of the goods carried in the said vehicle to cover the probable loss during the crossover of the goods, in case of hazardous goods or goods of special nature or livestock. Additionally, the driver of the vehicle needs to clearly state the risks of loading / unloading or maintaining the status quo of the goods to the Officer from

Transport Department and the Service Provider Staff. Service Provider and its staff will not be liable for any public losses if the driver fails to do so and for those cases where the loading / unloading is not done by service provider.

VI) Provide undertaking, covering the risk of any loss / damage which may be caused during such cross over indemnifying the Transport Department and Service Provider in general and the local officer and service provider staff on duty in particular.

(3) The owner / person in possession and control of the vehicle shall arrange for the above at its own cost. Any damage or deterioration to the goods until the goods are crossed over and any damage to the life and property caused during loading or unloading shall be at the sole risk of the owner and the person in possession & control of the vehicle, who shall be duty bound to pay for such damages.

(4) The vehicle shall be allowed to proceed only after ensuring ---

i) Compliance with the limits of weight to be carried in the vehicle.
ii) Payment of compensation towards damages, if any caused during the Goods cross -Over.
iii) Completion of any other legal action including that for the above on the vehicle as per M.V. Act and Rules and that of other participating departments.

(5) No loading / unloading charges shall be payable to the concessionaire in above mentioned cases. The entire expenditure shall be borne by the owner or person in possession and control of the vehicle.

This Government resolution of Maharashtra Government is available at the website www.maharashtra.gov.in. reference no. for this is 201701251755051929. This order has been signed digitally.

By order and in the name of the Governor of Maharashtra.

Tikamdas N Shikharame

Digitally signed by Tikamdas N Shikharame
DN: c=IN, o=Government Of Maharashtra, ou=Section Officer, postalCode=400032, st=Maharashtra, cn=Tikamdas N Shikharame
Date: 2017.01.27 12:46:45 +05'30'

(T.N.Shikhrame)

Desk Officer, Government of Maharashtra.

Enclosure : 1) Annexure A- List of offences to be checked in detail checking of vehicle identified by the system.
2) Annexure B - Logic of assignment of GVW

Copy-

1. Secretary to Hon.ble Governor of Maharashtra.
2. Private secretary to Hon.ble Minister (Transport), Mantralaya, Mumbai

3. Hon. Chief Secretary, Government of Maharashtra.
4. Transport Commissioner, Government of Maharashtra, Mumbai.
5. Sale Tax Commissioner, Government of Maharashtra, Mumbai.
6. Managing Director, Maharashtra State Road Development Corporation, Mumbai.
7. Excise Commissioner, Government of Maharashtra, Mumbai.
8. All Regional Transport Officer.
9. Personal Secretary to Hon. Minister of Transport.
10. Personal Secretary to Hon. Minister of State of Transport.
11. Border Check Post Network Ltd.
12. Select File-Tranport-4

ANNEXURE-A

Calculation of the safe axle weight and the Gross Vehicle Weight of a vehicle:

As per the provisions of Section 58 (1) of the motor Vehicles Act 1988, the Central Government has authority to specify the safe axle weights (SAW) for various axles. The Gross Vehicle Weight (GVW) is calculated by addition of all the axle weights a vehicle may have.

The Ministry of Road Transport and Highways has notified has notified the SAWs by No.728 (E) dt.18/10/1996 as below:

Sr.No	Description of Vehicle	Max.SAW (in Tonnes)	Max GVW (In Tonnes)	5% of GVW Permissible in Kgs.	Total Permissible Weight (in Tonnes)
PART 1 : Rigid Vehicles					
1	Two Axles: One tyre at front Axle Two tyres at rear **Three wheeler Pick up**	Front:3 Rear:6	9	450	9.450
2	Two Axles: Two tyres at front Axle Two tyres at rear **Light Commercial Vehicles**	Front:6 Rear:6	12	600	12.600
3	Two Axles: Two tyres at front Axle Four tyres at rear **Normal Truck**	Front: 6 Rear : 10.2	16.2	810	17.010
4	Three Axles : Two tyres at front Axle Eight tyres at rear (Tadom Axle) **Tandom Axle Truck**	Front: 6 Rear Tandom : 19	25	1250	26.250
5	Four Axles : Four tyres at front Axle Eight tyres at rear (Tandom Axle) **Multi Axle Truck**	Front :12 Rear Tandom : 19	31	1550	32.550
PART 2: Semi Articulated Vehicles : Horse (Tractor) Trailer Combinations Where the part of the trailer is super imposed on the Horse					
6	Two Axles Tractor : Two tyres at front Four tyres at rear	Front : 6 Rear : 10.2	26.4	1320	27.720
	Single Axle Trailer: Four Tyres	10.2			

7	Two Axles Tractor: Two tyres at front Four tyres at rear	Front : 6 Rear : 10.2	35.2	1760	36.960
	Tandom Two Axle Trailer : Eight Tyres	19			
8	Two Axles Tractor: Two tyres at front Four tyres at rear	Front : 6 Rear : 10.2	40.2	2010	42.210
	Trailer: Tandom Three Axles Twelve tyres	24			
9	Three Axles Tractor: Two tyres at front Eight tyres at rear	Front : 6 Rear : 19	35.2	1760	36.960
	Trailer : Eight tyres on single axle	10.2			
10	Three Axle Tractor Two tyres at front Eight tyres at rear	Front : 6 Rear : 19	44	2200	46200
	Trailer : Eight tyres on tandom axle	19			
PART 3: Tractor – Trailer Combinations: Combination where part of the trailer is NOT super imposed on the Horse. Both are coupled together (like sugarcane trailer attached to tractor)					
11.	Two Axle Tractor Two Tyres in Front Axle 4 Tyres on Rear Axle	6 10.2	36.6	1830	38.430
	Two Axle Trailer Four Tyres in Front Axle Four Tyres on Rear Axle	10.2 10.2			
12.	Three Axle Tractor Two Tyres in Front Axle Eight Tyres on Rear Tandom Axle	6 19	45.4 Restricted to 44.0 Tonnes	2200	46200
	Two Axle Trailer Four Tyres in Front Axle Four Tyres on Rear Axle	10.2 10.2			

13.	Two Axle Tractor Two Tyres in Front Axle Four Tyres on Rear Axle	 6 10.2	45.4 Restricted to 44.0 Tonnes	2200	46200
	Three Axle Trailer Four Tyres in Front Axle	 10.2			
	Eight Tyres on Rear Tandom Axle	19			
14.	Three Axle Tractor Two Tyres in Front Axle Eight Tyres on Rear Tandom Axle	 6 19	54.2 Restricted to 44.0 Tonnes	2200	46200
	Three Axle Trailer Four Tyres in Front Axle Eight Tyres on Rear Tandom Axle	 10.2 19			

Note:

1. In addition to these standard GVW, the MoRTH may assign GVW to a particular vehicle by a special order. Such cases are rare and must be exclusively handled by the transport department officer on duty so for as the determination of the correct assignment of GVW in such cases is concerned. Such vehicles must carry the original order issued by MoRTH exempting the said vehicle from the above said provisions and assigning a higher GVW.
2. In case of dispute/ambiguity regarding the SAW/GVW/Dimensions of a vehicle in question, the same shall be referred to the Inspector of Motor Vehicles on duty. The concerned Inspector of Motor Vehicles shall take a decision in the matter and shall record the said decision on the case papers as well as on the computer system as appropriate and further proceed to initiate appropriate action in the matter. The decision of the Inspector of Motor Vehicles in such a matter shall be final and binding on all. The decesion of Inspector of Motor Vehicles shall be reviewable by the Regional Transport Officer or the Assistant Regional Transport Officer as the case may be under the provisions of Motor Vehicles Act and the rules made there under.

ANNEXURE-B

Checking Items (c. i.) for On-Road Enforcement

Explanation:
CP = Checking of Papers
CV = Checking of Vehicle

Transport Vehicles

Goods Carriages

CP

1. Driving licence (S 4)
2. Authorisation to drive a goods carriage carrying dangerous or hazardous goods (CR 9)
3. Registration certificate (S 39)
4. Fitness certificate (S 56)
5. Permit (S 66 r/w S 79 or 87 or 88 (12)
6. Authorisation for national permit (CR 87)
7. TREM card (CR 132) and emergency information panel (CR 134) in respect of a goods carriage carrying dangerous or hazardous goods
8. Exemption from provisions restricting over-dimensional load (SR 229)
9. Insurance certificate (S 146)
10. Motor vehicles tax

CV

11. Defective vehiele (S 190 (1))
12. Air pollution (S 190 (2))
13. Carriage of animals in goods carriages (SR 83)
14. Carriage of persons in goods carriages (SR 83)
15. Display of non-conforming advertising device, figure or writing (SR 134)
16. Direction indicator (CR 103), reflector (CR 104) and head lamps and rear lamps and registration mark lighting (CR 105)
17. Limits of weight (S 113)

Passenger Carriages
(Public service vehicles, Private service vehicles and Educational institution buses)

CP

18. Drivin licence (S 4)
19. Authorisation to drive public service vehicle (SR 4)
20. Badge to drive public service vehiele (SR 24)
21. Conductor's licence (S 30)
22. Registration certificate (S 39)
23. Fitness certificate (S 56)
24. Permit (S 66 r/w S 74 or 76 or 87 or 88 (8) or 88 (9))
25. Authorisation for tourist permit (CR 83)
26. Insurance certificate (S 146)
27. Motor vehicles tax

CV

28. Defective vehicle (S 190 (1))
29. Air pollution (S 190 (2))
30. Carriage of passengers in excess of registrered seating capacity (S 66)
31. Carriage of goods in contract carriages (SR 80)
32. Display of non-conforming advertising device, figure or writing (SR 134)
33. Defective or tampered taxi meter (SR 145 & 146)
34. Direction indicator (CR 103), reflector (CR 104) and head lamps, rear lamps and registration mark lighting (CR 105)

Non-transport Vehicles

CP

35. Driving licence (S 4)
36. Registration certificate (S 39)
37. Insurance certificate (S 146)
38. Motor vehicles tax

CV

39. Unapproved alteration (S 52)
40. Defective vehicle (S 190 (1))
41. Air pollution (S 190 (2))
42. Clandestine carriage of passengers (S 66)
43. Carriage of goods in passenger carriages (S 66)
44. Direction indicator (CR 103), reflector (CR 104) and head lamps, rear lamps and registration mark lighting (CR 105)